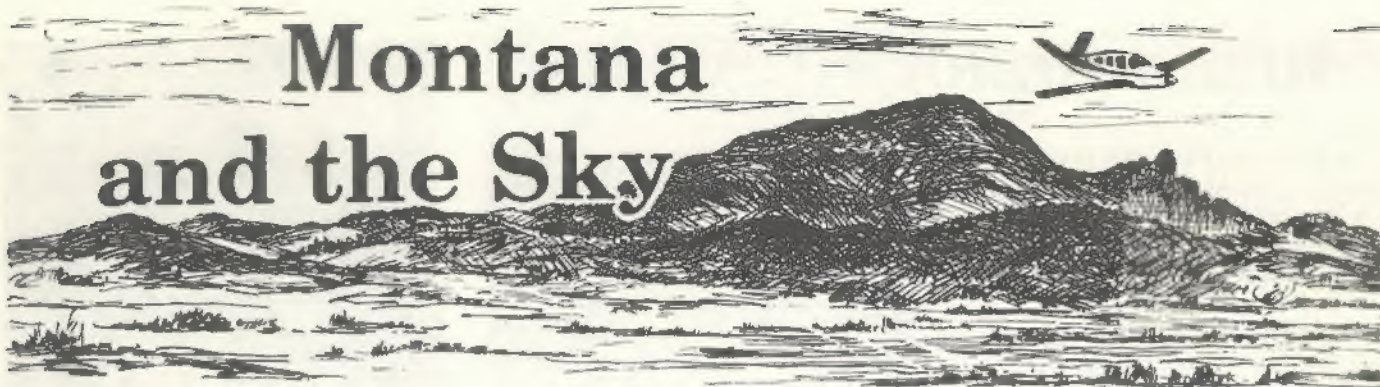


Montana and the Sky



Vol. 38, No. 9

MONTANA AERONAUTICS DIVISION

September 1987

CRASH TAKES LIFE OF AL NEWBY



This photo of Al Newby was taken in August of 1981 at the Beacon Star Fly-In as he was preparing to do his aerobatic performance.

The death of Al Newby on August 13 left a large gap in the ranks of Montana pilots. Newby had become well known throughout Montana as the "Flying Grandfather" as he performed in air shows in his 1931 Great Lakes.

Newby was born and raised in the Portland, Oregon, area. He and his wife, Thelma, were married in 1940. They lived in Chickasha, Oklahoma, during World War II where he served as a civilian flight instructor for the Army Air Corps program for two years. He joined the Air Transport Command in Dallas, Texas, and served overseas.

After working for Lynch Flying Service in Belgrade for 10 years, Newby purchased the business in 1956, naming it Flight Line, Inc. He operated his business until retirement in 1979. He had retired in 1972 as a

lieutenant colonel and commanding officer of the Air Force Reserve unit in Bozeman.

Newby was active in state and local government as well as Montana aviation organizations. He served two terms on the Belgrade City Council, two years as chairman of the county Republican Central Committee, and one year as president of the Belgrade Chamber of Commerce. He was a member of the Montana House of Representatives in 1967 and 1969.

Newby was a member of the OX-5 Club, served two terms as president of the Montana Aviation Trades Association, and was the FBO representative on the Montana Aeronautics Commission from December 1961 through July 1963.

Newby's wife Thelma, son and daughter-in-law Paul and Pat Newby, and daughter and son-in-law Alison and Bill Counts, all live in Belgrade.

★ ★ ★ ★ ★ ★ ★ ★



A photo taken from the hill overlooking a portion of the Schafer Meadows airstrip shows volunteers busy at work clearing brush and trees. The Schafer Meadows work session, which had to be postponed because of bad weather in July, was held August 21-23. (More photos inside.)

Administrator's Column

New TCAs. The DOT/FAA has recently imposed emergency restrictions on general aviation in the Los Angeles area which basically eliminates the VFR corridor through their TCA. As I understand the restrictions, a pilot must fly over the TCA above 12,500 or fly a 30 mile arc around the TCA, or get ATC permission to fly into the TCA which will require an altitude encoded (Mode C) transponder. At first this may not sound so bad, but when one stops to think that this is a block of airspace 60 miles across. . .—and this is only the beginning! The DOT/FAA is planning on a massive expansion to include many other TCAs throughout the country. AND the existing DOT/FAA system cannot handle the present air traffic in these areas, let alone the increased workload their actions will create. I submit that the DOT/FAA present and future plans are ill conceived and lacking in technical justification, and they are making some "snap" decisions without the benefit of evaluating all of the alternative possibilities being presented by system users. I do not believe that an issue so far reaching and important can logically be dealt with by merely reacting overnight in a knee jerking political manner under the false guise of "motherhood and apple pie" safety. **THIS IS SIMPLY IRRESPONSIBLE AND UNACCEPTABLE!!! COME ON, DOT/FAA—YOU KNOW BETTER THAN THIS!** You know that you need to extend the comment time on your NPRM 87-7 and, additionally, allow yourselves sufficient time to fully study and evaluate all proposals and alternatives and their far-reaching impacts before implementing a system. We all desire the same goal here—a safe and efficient workable system for all users. **SO LET'S ALL GET TOGETHER AND DO IT RIGHT THE FIRST TIME!**

* * * * *

NTSB Report. As we all know, the DOT/FAA reactive actions mentioned in my above article were brought about because of the DC-9/Piper PA-28 midair collision over Cerritos, California. Since writing the above article, I have read with great interest where the NTSB has completed their investigation and finalized their report on this accident and have cited the DOT/FAA's ATC limitations in providing collision protection, through both air traffic control procedures and automated redundancy, as the probable cause of the accident. AND to think that the DOT/FAA's immediate knee jerk reaction to this was to readily and immediately place blame on one segment of the aviation industry (general aviation) and to ban GA from major cities across our country??? **VERY INTERESTING!**

* * * * *

Schafer Meadows. The annual work session at Schafer Meadows was very successful with not only beautiful weather but also a good turnout of volunteer workers, which was a pleasant surprise due to having to postpone the originally planned date because of poor weather. As you can see by the coverage elsewhere in this publication, a considerable amount of work was accomplished. We were all quite pleased with the U.S. Forest Service decision to permit maintenance in the east campground, thus we were able to replace four benches and one campfire grate. In addition, the trees and brush in the east hillside approach, which had grown to a point causing approach clearance interference, were again cut and piled for later burning; many new fence posts were installed; new fence poles were cut and installed; a new east gatepost installed; and new windsocks were installed. In addition to all of the volunteer help, forest service personnel Bert Stout, Chuck Neal, Jerry Osborne, Rich Lasko, and Dick Lavanway pitched in and not only supervised but worked very hard with the work crew. It was a lot of hard work but was also fun—we especially had an enjoyable time that evening around the campfire circle listening to and singing with Larry Larson and Roger Phillips. I'd like to take this opportunity to thank everyone who turned out to help maintain and preserve this beautiful wilderness paradise we pilots and friends all love so dearly.



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Meet the New Division Employees

A relatively new employee we have been slow in introducing to you is Cherryl Lyons. Cherryl began with the Division in April, filling the part-time position left open by Ruth Anderson's retirement.



Cherryl is a native of Montana and graduated from Helena High School. She worked for various state agencies after leaving school, then moved out of Montana and lived for a time in South Dakota and Minnesota.

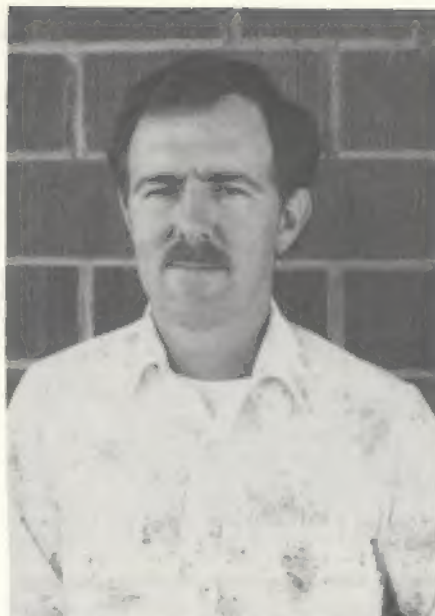
Cherryl's responsibilities at the Division include the film library, filing, assisting with pilot and aircraft registration, and the infamous "other duties as assigned."

We regret being so tardy with this introduction and welcome Cherryl to the Division staff.

Recently hired to fill the position of Supervisor of Aviation Safety and Compliance is Raymond R. Austin.

Ray was raised and attended schools in New York state. Following a tour of duty with the U.S. Marine Corps, he came to Montana to attend Montana State University, graduating with a master's degree in Fish and Wildlife Management. Following graduation, he worked for a time in Helena, doing aerial wildlife surveys and aerial photography.

Moving back to New York state for a few years, Ray owned and operated a small fixed base operation doing flight and ground instruction, aerial photography,



charters, and offering aircraft rental. He also worked for the state of New York doing low-level wildlife and fisheries surveys throughout the state and assisting with search and rescue missions.

Returning to Montana, Ray worked for Western Energy in Colstrip and the Montana Department of State Lands.

Ray holds commercial, seaplane, instrument, and helicopter ratings and is a certified flight instructor. He has extensive mountain flying experience.

Ray's primary duties at the Division will be supervision and enforcement of aircraft and pilot registration and insurance compliance. He will also assist with the Division's 5010 airport inspections and the various safety and education programs.

We welcome Ray to the Division staff and invite you to drop in to meet him.

AUGUST SAR ACTIVITY

By: Fred Hasskamp, Chief
Safety and Education Bureau

Two ELT satellite reports were received. Both ELTs were turned off before they could be located—one was south of Kalispell and the other near Livingston.

NOTICE. . .

We have been advised that Runway 16 at the Anaconda Airport has now been approved for right-hand traffic patterns. Please make a notation in your airport directory.

CALENDAR

Sept. 17-20—Reno Air Races.

Sept. 18-20—Mountain Search Pilot Clinic, Kalispell.

Sept. 18-20—99s Northwest Sectional Meeting, Spokane.

Oct. 2-4—MFF Convention, Lewistown.

Oct. 18—Plains Fly-In. Free breakfast 8:00 a.m. to 11:00 a.m.

Oct. 28-29—Montana Aeronautics Board Meeting, Helena.

Feb. 18-21—1988 Montana Aviation Conference, Billings.

Feb. 18-21—Aviation Mechanics Refresher Seminar, Billings.

Feb. 26-28—Flight Instructor Refresher Clinic, Helena.



DIVISION AWARDS TOOL SCHOLARSHIP



Receiving a Montana Aeronautics Division tool scholarship in the amount of \$250 was Paul Witham, Helena. Paul is a recent graduate of Helena Vo-Tech Aviation Maintenance course. He is applying for a position with the airlines. The tool scholarship, awarded by the Division to outstanding graduates of the Vo-Tech aviation curriculum, allows the recipient to purchase \$250 worth of mechanic's tools. In the photo above, Paul is congratulated and presented with a Certificate of Achievement by Mike Ferguson, Division administrator.

SCHAFER MEADOWS WORK SESSION—AUGUST 21-23



The team at Schafer Meadows driven by Dick Lavanway delivers posts to the fence builders. Here Ranger Bert Stout unloads a post.



Wrestling with a fence post is Moe Hauge, Billings, as Don Ross, Kalispell, looks on.



Larry Larson thought Brenda Spivey needed some specialized instruction on how to operate a post hole digger!??



The fencing crew hard at work.



Dick Strouf, Moccasin, and Larry Larson, Molt, are in the front of a long line of volunteers operating post hole diggers.



This crew includes Ed Gensler, Helena; Chuck Neal, Recreational Forester, Spotted Bear Ranger Station; and Bob Squire, Ennis.



Tamping in a new post are Mike Ferguson, Cary Duncan, and Roger Phillips. On his knees is Rich Lasko.



Jerry Burrows, Aeronautics Division, and Burt Kinyon, Butte, work on the campground sign.



Replacing the gate into the campground proved to be a major chore.



Checking how level a bench installation turned out to be are Don Ross, Kalispell; Mike Ferguson, Aeronautics Division; Burt Kinyon, Butte; Cary Duncan, Helena; and Greg Riffin, Great Falls.



Herb Sammons, Cut Bank, and Fred King, Eureka, were part of the brush clearing crew.



Bob McCue, Missoula, hauls brush.



Members of the pole skinning crew include Rich Lasko, Fire Management Officer, Spotted Bear Ranger Station; Sandy Ellis, Great Falls; Bob McCue, Missoula; Roger Phillips, Helena; and Ray Austin, Aeronautics Division.



Another view of the pole skinning operation.



Hauling brush is Bert Stout, District Ranger, Spotted Bear Ranger Station.



Jerry Osborne, Forestry Technician for the Tally Lake Ranger District, wields an ax. Jerry was assigned to Schafer Meadows for the months of July and August this year.



Cary Duncan, Helena, takes a break from the fence building detail.



After dark the entertainers come out. Herb Sammons plays the harmonica for the gathering around the campfire, and Larry Larson and Roger Phillips bring out their guitars.



Hot dogs over the fire at lunch time and companionship around the campfire after dark are a part of what makes the Schafer Meadows work session such a special event.

AIRPORT DEDICATION AND MAAA FLY-IN AT THREE FORKS



The annual Montana Antique Aircraft Association fly-in at Three Forks on August 15-16 was also the occasion for the dedication of the new runway and ramp improvements at Pogreba Field at Three Forks. Pictured on the speakers' platform at the dedication are: (back row, from left) James Monger, Senator Sam Hofman, Commissioners Ray White and Wilbur Visser, Zales Ecton, Robert Green, Phil Hargas, Mike Ferguson, Ray Tocci, and Earl Lane. In the front row are Ray Lau and Scouts who helped with the ceremonies.



These four beauties—(from top) a Stearman, Cessna 195, Fleet, and RV-2—were among the antiques and homebuilts on display at the fly-in.



This team of Celestine Lacey and Bob Davis, both from Helena, won the flour bombing contest.



Antique automobiles were also displayed at the fly-in and generated a lot of interest.



Visiting in one of the hangars are (from left) Bill Sandmeyer, Stanford; Ray Tocci, Three Forks; Betty Tocci, and Evelyn Sandmeyer.

FAA Issues Certificates

PRIVATE

Jonathan Quint Kalispell
Eric Nelson Missoula
Evelyn Holbrook Bonner
Thomas Eliel Wisdom
Shawn Zimmerman Kalispell
Terry Mitton Columbia Falls
James Rooney Cut Bank
John Carter Cut Bank
John Melvin Great Falls
Randy Sobeck Helena
Timothy King Billings
William Van Scotter Forsyth
Stephen Ritchey West Yellowstone
Nicholas Townsend Billings
Kenneith Pfeifer Bridger
Douglas Arnold Bozeman

Ronald Slayton Billings
Shawn Kincaid Billings

COMMERCIAL

Mark Simon Billings

MULTI-ENGINE

William Wilson Billings
Ronald Wiggins Billings
Mark Simon Billings

INSTRUMENT

Erick Schimpff Kalispell
Terry Mitton Columbia Falls
Christopher White Bozeman
Kevin McAtee Bozeman
Bailey Egan Forsyth
Carson Coryell Forsyth

GLIDER

James Taylor Bozeman
Jerry McLaughlin Belgrade

INSTRUCTOR

George Boifeuillet Missoula

INSTRUCTOR RENEW/REINSTATE

John Ellis Billings
Michael Morrison Helena
Michael Davis Missoula
Larry French Wolf Point
Jay Sayrahder Helena
Victor Wokal Glasgow
David Gellner Billings
Steve Smith Red Lodge

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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